

HISTORY
of
BUSTINS ISLAND
- CASCO BAY -

1660-1960







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Richardson, George B.
History of Bustins Island,
Casco Bay, 1660-1960



HISTORY
of
BUSTINS ISLAND
CASCO BAY
1660 - 1960

by
GEORGE B. RICHARDSON

Bustins Island, Maine

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George B. Richardson

PREFACE

Each summer since 1917 I have been coming to Bustins Island and have spent considerable time boating and exploring among the islands of Casco Bay. Bustins has always been an interesting place and its people exceptionally friendly.

I often wondered who built the two old farm houses located on the island and in 1955 began to make some inquiries. It was evident that not much was known publicly about them and that there was also considerable interesting island history, including the nearby area, which needed to be recorded. With this in mind I began to collect data and a variety of pictures for a history of Bustins Island.

It has been my intention to portray Bustins as completely and simply as possible and wish to express my gratitude to many Freeport people and the following Bustins folks for their cooperation in making this history possible: Mrs. Wallace L. Sawyer; the Misses Molly and Georgianna Sawyer; Mr. and Mrs. Charles Brainard; Mr. and Mrs. Donald Kitchen; Mr. Herbert B. Cole; Mrs. Frank L. Garfield; Mrs. Herbert L. Norris, and Mr. and Mrs. Ralph Brewer.

References for the History of Bustins Island were obtained from the following sources.

Portland Public Library, Portland, Maine

Historical records of Yarmouth and Freeport, Maine

Historical Societies of Boston, Massachusetts and Portland, Maine

Vital records of Harpswell and Phippsburg, Maine

Cumberland County, Registry of Deeds, Portland, Maine

Library of Congress and U.S. Geodetic Survey, Washington, D.C.
Map Division

The records of The Cottagers Association and The Bustins Island
Village Corporation 1905 - 1960



Map of Casco Bay, Printed in London, 1699

HISTORY OF BUSTINS ISLAND

CASCO BAY

1660 - 1960

I

Early Discoveries And Indians Of Casco Bay

In 1603 Captain Martin Pring in the ship Speedwell sailing from Bristol, England, is accredited with being one of the first to discover and explore among the islands of Casco Bay. The year before, Bartholomew Gosnold, an adventurous sailor, had visited the coast of Maine, and had returned to England to relate his discoveries. He had brought back some sassafras, which was one of the ingredients in a tonic or medicine much in demand at the time. Captain Martin Pring followed a route similar to that of Gosnold, although he spent more time in his exploration of the coast of Maine, which included the islands of Casco Bay. Here, no doubt, as well as on other points along the coast, they encountered the Indians who were at first afraid of the white man in the giant winged canoe, but soon made friendly advances to trade fish, furs and venison for hardware and trifling trinkets. Captain Pring continued his voyage to the southern part of Massachusetts, where, having loaded his ship with sassafras and furs he returned to England.

Samuel De Champlain in 1604 sailed along the Maine coast and in his account of Casco Bay, he speaks of it as a bay where there are a great many islands and from which large mountains are seen in the west. The following year George Weymouth, an English captain, lured five Indians on board his ship, the Archangel, and took them back to England. This betrayal was believed to have been the beginning of much of the trouble with the Indians that followed in the years to come.

There were four tribes of Indians residing in Maine called Abenaki. One of the sub-tribes which was known as the Aucocisco, lived in the Casco Bay area. The name Casco takes its name from a contraction of the Indian name Aucocisco meaning "place of the heron." Many places along the shores of the mainland and on the islands bear witness to the residence of Indian tribes. Merepoint was a favorite summer camping spot. Every June the various tribes met there to hold council and engage in hunting, fishing and sporting activity. Then as fall approached they would load their canoes with hides, fish and sun cured clams and head for their inland villages snug in the deep pine forests of the mainland.

There are numerous shell heaps on many of the islands of Casco Bay. These heaps are now covered with grasses and shrubs, attesting to the camping sites of many of these Indians. Lane's Island was one such place, as numerous relics in the form of arrowheads and other implements have been found there. On Harpswell Neck there is a place known as the "Old Carrying Place." This is a narrow piece of land separating the water over which the Indians hauled their canoes.



Indian Arrowheads and other stone implements like these found on the islands in Casco Bay

1607 In 1607 Captain George Popham, accompanied by Captain Raleigh Gilbert, a nephew of Sir Walter Raleigh, attempted to settle a colony at the entrance of the Kennebec River, but the lateness of their arrival in August scarcely allowed them time to erect shelter before the approach of winter. More than half of them returned to England with sickness in December. Captain Popham died during the winter and the remainder returned in the following spring. No further attempts to colonize were made for many years.

1614 In 1614 there arrived that picturesque adventurer and excellent gentleman, Captain John Smith, who had been prominent in the settlement of Jamestown. He went from point to point, harbor to harbor, gathering data for a description and map of this region. On his chart we may plainly see the islands and coves of Casco Bay which he indicated under the Indian name of Aucocisco. Captain Smith related, "Westward of Kennebeke is the country of the Aucocisco in the bottom of a large bay, full of many great isles, which divide it into many great harbors."

II

King James Grant And First Settlers

1620 In 1620 King James the First of England granted land in the western hemisphere, between forty and forty-eight degrees of north latitude, to a council of forty in the town of Plymouth, England. This grant is the basis for ownership in the present town of Freeport. In 1622 the Council granted to Sir Ferdinando Gorges and Captain John Mason, two members of this council, all lands between the river Merrimac and Sagadahoc, extending back to the Great Lakes and river of Canada. A division was made twelve years later in which Mason took the land on the western side of the Piscataqua — now New Hampshire — and Gorges the eastern territory — all of the present Maine. Sir Ferdinando Gorges was a prominent man in Plymouth, England, a member of the Council, and had been active in attempting to establish a colony in Saco, Maine. In 1622 he authorized his agent, a Richard Vines, to act as deputy to care for his interests in Maine, then called New Somersetshire.

1623 About this time there were several pioneers who came into prominence of whom we might mention a few. Sir Christopher Leavitt in 1623 settled on an island at the entrance of Portland Harbor. In 1632 George Cleeve and Richard Tucker were two of the first settlers of Casco Neck, now Portland. Four years later, a William Royall occupied a point of land called Foggs Point, in Westcustogo, now Yarmouth. The river today still bears his name.

1636 Jewell Island takes its name from George Jewell, who in 1636 bought the island from the Indians, in exchange for some gunpowder, rum and half a dozen fish hooks. In the following year he sold the island to Henry Donnell who carried on a large fishing business there.

1637 John Cousins is mentioned by an order of the Gorges Court as an inhabitant of Casco Bay in 1637, where he owned some three hundred acres on the mainland near the Cousins River. In 1645 he purchased from Richard Vines the two islands, one of which he named Cousins and the other Littlejohns.

1658 Hugh Moshier came from London to Boston in 1632. He later moved to Saco and then East Deering. In 1658 he settled in Westcustogo near the entrance of the Royall River in Yarmouth, and purchased the two islands which have since borne his name.

Lane Island received its name from James Lane who acquired title to the Island about this time along with other property on the mainland.

Thomas Sheppard and Ann, his wife, had their home on the point of land to the east of the Harraseeket River in 1666, which was later named Wolf Neck after a Henry Wolf who had married Sheppard's daughter.

Captain John Jocelyn, who had visited the Province of Maine, published in London an interesting record of his voyage. In it he writes, "The people of the Province of Maine may be divided into magistrates, husbandmen or planters and fishermen. Of the magistrates, some be royalists, the rest perverse spirits. The like are the planters and fishermen. They have a custom of taking tobacco, sleeping at noon, sitting long at meals, sometimes four times a day and now and then drinking a dram. The fishermen take yearly upon the coast many hundred quintals of Cod, Hake, Haddock and Pollock."

1660 Among the meager records in early York Deeds, we have mention of a John Bustion, as having owned "Bustion's Island" about 1660. On what date he purchased the island and from whom, there seem to be no records. John Bustion may have been an Indian trader engaged in the fur trade and purchased the island from the Indians, or he may have received title to it through Ferdinando Gorges or George Cleeve, who in 1634 received a commission as deputy governor under a Colonel Alexander Rigby. Colonel Rigby had bought certain patents which included this area in Casco Bay. One fact is clear, in that John Bustion occupied the Island long enough for it to become known in those days as "Bustion's Island." We do know that about 1667, John Bustion sold the island to a William Haines of Pine Point—now called Flying Point.

1667 A few cases appear in the records of the court held in Casco (Portland) in 1667. Sabbath breaking in various forms seem the most serious charge. William Haines was complained of by John Cousins as a common liar. Haines retaliated by charging Cousins with playing cards on the Lord's Day, but both failed to prove the truth of their allegations to the satisfaction of the court. For traveling on the Sabbath, John, the son of Hugh Moshier, was indicted, but pleaded not guilty on the grounds that he did so in order to save his neighbor, Mr. Lane, from drowning. The court, however, seems to have some doubt as to the truth of this and he was fined five shillings and costs with the promise that if he would prove the truth of what he said, the money would be returned.

1675 In 1675 King Philip's Indian War broke out in Massachusetts and soon spread to Maine. A reign of terror now began. A number of houses were burned and families lived in constant fear of the scalping knife and tomahawk. In August, 1676, some of the inhabitants around Casco Bay escaped to Jewell Island. The remoteness of its situation and its nearness to the usual course of vessels passing the coast made it seem to them a safe place of retreat. However, on the second of September, a band of Indians approached Jewell Island in canoes. They landed quietly and rushed unobserved toward the one house on the island, cutting off the retreat of the women and children who were nearby at the shore. There was, however, a boy in the house who succeeded in firing two shots, giving the alarm to the men who were out fishing. On the shore the Indians seized Mrs. Richard Potts and some of her children. Rowing to shore with all speed, the men rushed at the Indians and succeeded in gaining their way to the house. The enemy was finally driven off, although two settlers were killed and five were captured. A passing boat later removed the families to a place of safety. Also at this time a number of small settlements were completely burned on the mainland around Portland, and the Massachusetts government sent aid to the stricken families in this area.

1678 In 1678 Massachusetts obtained possession of the province of Maine by purchasing it through an intermediary from the Gorges' heirs. Thomas Danforth, the Deputy Governor of Massachusetts, was elected Provincial President.

In 1688 a second disastrous war with the Indians erupted, and again in 1703. It is said that no town east of Wells survived. It was not until about 1715 that some of the old settlers began to return. The records of the former proprietors of many towns had been lost, title deeds destroyed and a quarter century of desolation had made many landmarks difficult to find.

1700 In 1700 a committee was appointed by the General Court of Massachusetts to examine the claims of persons to lands in the district. They held sessions for many years and the record of their findings is found in "the Book of Eastern Claims." An entry appears in this book in which Francis Haines, son of the late William Haines, made a claim for the lands owned by his father at Pine Point and Bustions Island. This claim stated that his father had improved these lands and "had several children born in ye said place, North Yarmouth, the said claimer being one of them."

In 1713, Francis Haines, John Redding and John Lane all from 1713 Gloucester, testified to a claim in a Massachusetts Court, to which we have the following record: "John Redding of Gloucester, aged 60, claimed that he was at one time neighbor to one William Haines who had lived at Pine Point and who also did improve an island called by ye name of Bustions." He further stated, "That a John Bustion had lived with his father a while after he deeded the island to Mr. Willaim Haines in 1667, that he, John Redding, did help bury John Bustion, who had died forty years ago (1673) that he did hear Bustion say in his life time, that he had sold his island to Mr. William Haines and received goods for it." Francis Haines died about 1715 and the courts did not recognize the claims of the Haines family.



Map of Casco Bay by Captain Cyprian Southack, printed in London, 1722

III

“The Powells”

1722 In 1722 a petition, signed by representatives of both resident and non-resident proprietors of the area of North Yarmouth, was presented to the General Court of Massachusetts requesting certain privileges, namely that a committee of five be appointed, whose homes were around Boston, to control the re-settlement and manage the business affairs of the town. Furthermore, they asked that a copy of the early records of the town in the hands of the secretary of the committee on Eastern Claims, be delivered to this new board of trustees. On June 28th the order granting this petition passed both houses, was signed by the Governor and a committee appointed. They were: William Taler, Elisha Cook, William Dudley, John Smith and John Powell, all distinguished men in the colony of Massachusetts.

John Powell was the most prominent member of this committee. He moved from Boston to North Yarmouth, which was a settlement near the Royall River. He was born in Charlestown, Massachusetts. He later became private secretary to Lieutenant Governor William Dummer of Massachusetts and married Anne Dummer, the governor's sister. Richard Dummer, her grandfather, was one of the first settlers of Newbury, Massachusetts, where he owned a large estate. He had been interested in an area on Flying Point as early as 1666 and had been instrumental in trying to settle some colonists who had received a patent to this territory. It appears that this group failed to locate there, for in 1683 Richard Dummer was granted title to 900 acres on Flying Point.

1738 In 1738, the work of this Boston committee was completed and for their efforts in helping to resettle the affairs of North Yarmouth, the townspeople voted to give the members of the committee certain lands located in the northeastern part of the town. “William Taler and Elisha Cook were given little Chebasquadegan containing five hundred acres more or less, to be divided accordingly.” “William Dudley, Esq., also received a certain island known by the name of Little Damaris Cove containing 150 acres more or less. William Dudley, John Smith, John Powell and Mrs. Timothy Prout were given the following islands to be equally divided among them. They were: Birch, Upper and Lower Goose and “Bustain Island.” John Powell received Bustins Island and also another small island known as Basket Island.

John Powell died in 1742 and his son Jeremiah Dummer Powell inherited Bustins Island. Jeremiah D. Powell became prominent in town affairs. In 1768 he married a Sarah Bromfield. Later, he was chosen into the the provincial council and after Massachusetts established a state constitution, he became a senator and served in that capacity until his death, September 17, 1784. It appears unlikely that the Powell family ever lived on Bustins Island although they held title to it for many years.



Map of part of Casco Bay
drawn for the British Admiralty by F. W. DesBarres - 1776
(Arrow indicates Bustins Islands,
black dots are homesteads of early settlers)

IV

Freeport And Shipbuilding Days

1755 In 1755 the entire country was involved in what was known in history as the French and Indian War. One event connected with this war was the Means Massacre which took place on Flying Point, where a band of Indians attacked the family of Thomas Means. The family consisted of Thomas Means and Mrs. Means, their young daughters Alice and Jane, and an infant son Robert. There was also present Mrs. Means' sister, Mollie Finney, a girl of about sixteen, and a young man, John Martin. They were living in a log cabin situated near the shore, just above Little Flying Point.

The outlying settlers had been warned to take refuge in their garrison houses, but the Means family decided to wait until the next morning. On May 10, 1756, shortly after daybreak, an attack was made. Thomas Means was killed by the first shot. At the time of the encounter Mrs. Means was holding Robert, aged eighteen months, in her arms. A second bullet passed through the infant's body, killing him, and lodged in his mother's breast. While this was taking place, Martin in the room above, was searching for his gun, mislaid in the dark, when he found it he fired at the Indians, wounding one of them. Alice was seized but eluded her captor, while the little girl Jane hid in the ashpit. The Indians were uncertain regarding the number of men opposing them, and one of them being wounded, they retreated, taking with them Molly Finney. Alice and Jane reappeared after the skirmish unharmed, but Molly Finney was taken to Quebec, where she was sold to a Frenchman and forced to serve as housemaid until she was rescued and returned some years later.

1776 These were difficult times in the development of the area around Casco Bay. The French and Indian Wars and later the Revolutionary War retarded settlement in the outlying sections. A chart of Casco Bay, printed in 1776, drawn by Des Barres for the British Admiralty in London, reveals considerable detail; such as houses and farms. Bustins Island, on this English chart is clearly indicated. The detail shows a few houses and farms on Flying Point, two houses on Goose and a number on Chebeague, Cousins and Harpswell. Bustins shows no structure.

1789 In 1789 Freeport was set apart from North Yarmouth and incorporated in that year as the sixty-fourth town in Maine. In the separation from North Yarmouth, Freeport received the following islands; Southworths, Crab, Bustins, Little Bustins, Sow and Pigs, French, Pettengill, Williams, Sister, and a number of small islands near shore.

The period in history from 1790 to 1850 was one of steady growth. In the town of Freeport a number of new roads had been laid out. Fishing, lumbering, farming and shipbuilding had become important business. The section of Freeport known as Mast Landing, which is at the head of the tide on the Harraseeket River, was one of the noteworthy places at the time. The name is derived from the fact that this was one of the receiving places for the masts of the King's Navy. In colonial times, it was decreed that all white pine exceeding twenty four inches in diameter and one foot above the ground, standing on land not granted to private owners should be reserved for the King. The masts and spars delivered here were cut in the present towns of Freeport, Durham and Pownal. It has been said that the territory included in the vicinity of Mast Landing grew some of the finest pines in Maine. Considerable skill was required to cut and deliver the masts and spars in good condition. Some of the timbers were ninety to a hundred feet long and over three feet in diameter at the base.

The Dennison Mill was located here in this area in 1804. This mill received its power from a water wheel which turned a crank, which in turn imparted an up and down motion to a saw. A log was then forced through on a carriage to make boards and planks. The marks of such a saw may be seen on all rough boards in houses built during this period.

A tide mill was also in operation here, powering a grist mill, combined with a woodworking shop. Accumulated tidewater held by a dam ran this mill when the tide below the dam was low. This plant was later destroyed by fire and was never rebuilt. There was also a tide mill at Porters Landing.

Shipbuilding became an important industry by 1800. Some of the boats were built miles inland and hauled to the water edge by teams of oxen during the winter.

In 1812 the famous privateer, the "Dash," was built at Porters Landing by a Master James Brewer for Porter brothers. It was designed for greater speed than most vessels of its size. The Porters used the shipyards for a period of twenty-five years or more. In 1834 Rufus Soule acquired the Porter properties. Many ships of four or five hundred tons were built here and used in the coastal trade. Yarmouth was another major shipyard where many large vessels were built.

The name Falmouth was changed to Portland in 1786 and after the war of 1812 became an important trading center. Wharfs and warehouses were built along the harbor shore and great schooners lay beside the docks. In 1820 Maine separated from Massachusetts and became a separate state.

One of the interesting features of Portland harbor is Fort Gorges built in 1857 under the direction of Jefferson Davis, when he was Secretary of War. It was considered one of the best types of harbor defense at the time of the Civil War. Originally it was called Castle Gorges and was built from the same plans as historic Fort Sumter in Charlestown Harbor. The fort never saw any action and was soon outdated.



Fort Gorges, Portland Harbor



Interior of Fort - 1959

Until the coming of the railroads in 1849, Porters Landing in Freeport was the dock for all freight going to Freeport Village. About a mile below Porters Landing on the road to South Freeport was the yard of Briggs & Cushing. Here the largest sailing ship in Freeport was built in 1878. She was called the John A. Briggs, a ship of 2,110 tons. She was constructed under the direction of a master builder, George Anderson, who was famous for his ability in such matters. The launching of this vessel was quite an affair. The Maine Central Railroad ran a special train, steamers brought crowds from Portland and the bay was full of sailboats. James A. Garfield, later to become president, was there to see the Briggs launched.

Perhaps one of the largest and busiest shipyards on the coast of Maine was the Soule yard at South Freeport. Two generations of Soules from 1839 to 1879, here launched large vessels which were famous around the world for their rugged and handsome build. This company was founded by Captain Enos Soule and later joined by his brother and sons, all seafaring men. Twenty nine ships of various types were built here. The ship *Paraminta*, a vessel of 1,573 tons, was the last of the sailing ships to be launched in the Soule Yards in 1879, as it was seen that iron and steel would soon replace wood in ship construction.



The ship "Tam O'Shanter"
built at South Freeport, 1875

"Tam O'Shanter"
under sail - 1876



The ship building industry remained idle for many years, until World War I, when it was reactivated to build a few wooden Ferris Type steamers. Coal barges were built here during World War II.

All that remains today in evidence of the shipbuilding days are just a few old rotting piles of timbers in the mud flats, the last vestige of what was once a flourishing business, when the air was pungent with the scent of fresh cut timber and rang to the sound of the saw and mallet.

V

Other Nearby Islands

We have read how Cousins, Moshier, Lanes and Jewell Islands received their names. Some of the other islands that we might mention at this time are: Chebeague, French, Whaleboat, Eagle, Pound of Tea, Crab, Sow and Pigs, and Goose Islands.

Chebeague is one of the largest islands in Casco Bay. The name is an old Indian name which is thought to have meant cold springs, from the many springs the Indians found there on summer expeditions. At one time the First Church of Boston owned half of Chebeague. The island was then called Recompence. One of the oldest houses on Chebeague was built in 1762.

During the nineteenth century fortunes were made in the Stone Sloop trade by many Chebeague families, and many fine houses were built from Stone Sloop profits. These sloops were broad beamed sailing vessels averaging about 75 feet in length. They were engaged in the flourishing trade of hauling granite blocks from the quarries of Rockland and Vinal Haven, Maine, to many points on the coast. Wharves, breakwaters, light-houses and a great number of public buildings, including the Washington Monument, contain New England granite, furnished by "stone sloopers" of Chebeague.

During the 1870's, a stone wharf was built on the westerly side of Chebeague called Hamilton's Wharf or the Stone Wharf, and for several years it was an active port of call and trading center, for fishing craft of all kind. There was a general store on the point of land adjoining, and in later years a coal shed was erected on the outer end of the pier.

By 1900 Stone Slooping was on the wane, as the use of cement and concrete, as a building material, became more prevalent. Furthermore, the steam freighter had rapidly replaced the sailing vessel as an economical means of transportation. During the 1930's the last of these staunch sloops was decommissioned, marking the end of the stone sloop trade.

French Island was named for a man by the name of French, who first owned it. Then it came into the possession of a Judge Lewis of North Yarmouth, who acquired an interest in it about 1760. A later owner was a Bartol and in 1819 it was sold to a Charles Bibber. In 1833 all mining rights on French were sold to a Messrs. Mason and Coolidge. It is not known what mineral was to be mined, although alum has been mentioned. In 1892 French and Little French was purchased by a group including Edward S. Everett, of the drug firm of Everett and Pennell in Portland. Later, his son Dr. Everett, became one of the owners of the island. Members of the Everett family still come to the island during the summer.

Bustins at one time was claimed to be the location of a mysterious lead mine. A man named Ransom, a Falmouth alchemist, claimed he could change the crude ore into silver. Salty Quincy, a respectable silversmith, had tested the lead ore after it had gone into the alchemist's magical pot, and found it to be pure silver. Ransom did a flourishing business for a while, until some one discovered it was a hoax and Ransom mysteriously disappeared.

Whaleboat Island was called by that name because of its resemblance to a whaleboat. On the extreme south easterly end, a few hundred feet off shore one may see cleft in the rocks at high tide, the shadow image of two men in a boat. There are two old cellar holes and stone walls attesting to early occupation of this island.

Eagle has been in ownership of the famous Admiral Peary family for many years. A summer home was built there by them.

Pound of Tea Island legend has it was purchased for a pound of tea.

Crab is a given name. A family built a house and lived on this island some time in the 1870's. Later, however, it was destroyed by fire. Recently, another cottage has been built there.

Little Bustins has been owned by a Soule family since the 1890's

Sow and Pigs Islands were owned early by a Cornelius Soule. About the time of the Civil War there was a family by the name of Chadwick who had their home there. There were several small children in the family, and it has been said that their life there was one of considerable hardship. Some of them contracted tuberculosis. Three small children died and were buried there. This island has been often referred to as "Kittoit" which was a contraction of Catherine (Kitty) and Hoyt. The Hoyt family lived here many years. The island is a picturesque one, and at high tide a small craft can easily navigate between the large and small island

The Goose and Goseling Islands are a very interesting group. Lower Goose island has several small coves. Early charts in 1776 indicate a farm house about mid-way, on the east side of this island. It has been said that this was the homestead of Alcot Stover who occupied the island prior to 1775; that his wife and large family lived here alone during part of the Revolutionary War. This location is plainly visible today. About 1835 the island was divided and came into possession of about 10 owners. The Lawrence family purchased one of these lots in 1921. Since then they have spent their summers there. Recently, a Soule family have built a cottage about mid-way on this island.

Jewell Island has for years been a favorite picnic and camping spot. It has been said that the famous Captain Kydd buried a chest of gold and other jewels under a large flat stone, somewhere on the island. As yet, no one has discovered it. About 1940 the U. S. Government built an extensive fortification on the island as a protection for Portland harbor, against enemy attack. Since then the towers, barracks and other equipment have been abandoned to the elements.



Eagle Island, summer home of Admiral Peary,
discoverer of North Pole in 1909

VI

“The Bibbers”

1797 We now arrive at a period of history when George Washington had just finished his term of office. On December 15, 1797, we find in our search the following deed recorded in Cumberland County Registry of Deeds: “Jeremiah Powell Estate by his widow, Sarah B. Powell of Boston, in County of Suffolk, sole survivor, executrix of last will and testament of Jeremiah Powell. In consideration of \$300 paid by James Bibber of Freeport, County of Cumberland, the receipt where I do hereby acknowledge. Have and do by these present, give, grant, sell and convey unto him, the said James Bibber, his heirs forever, “Bustians Island,” so called, formerly situated in North Yarmouth but now of Freeport, aforesaid containing by estimation eighty acres. This property was acquired by me through lawful inheritance.” It is interesting to note that one of the witnesses to the deed was Josiah Quincy, the fiery orator of revolutionary days and father of the president of Harvard.

According to the vital records of Phippsburg, Maine, James Bibber was born on the Isle of Jersey in the English Channel in 1706. He came to this country about 1722. He lived briefly in Dover, New Hampshire, where he married Abigail Drew. James Bibber died in Harpswell, Maine, in 1773. Among their many children there was a son James Bibber born in Harpswell in 1753. James Bibber married Johanna Bailey and among their thirteen children, there was a son, Bailey Bibber, born 1782 and a daughter Susanne. James Bibber and Johanna bought Bustins Island in 1797 and with the help of members of their family, began construction of the farm house sometime about 1798. This is the house presently owned by the Donald Kitchin family. It is located on Lot 51, Section E, shown on the Wallace L. Sawyer Plot Plan of Bustins Island, 1946. (For references to lots on Bustins see page 20).

The Bibbers were rugged individuals. Oxen were used to clear the land, being either driven across on the ice or ferried over in a boat from Harpswell. A cellar hole was dug the length of the house, and the rocks and boulders that were plowed up in clearing the land were used to wall the cellar. From detail shown on the early charts about this time, the island appears to be mostly pasture, especially through the center section. Not much is known about the Bibbers' life here except that they made their livelihood farming and fishing for over fifty years.



**The Oldest House on Bustins. Built by James Bibber about 1798
(Photo 1892)**

On March 12, 1834, we find a deed of James Bibber and Johanna to a John Johnson of Cumberland for \$1,000. "Bustins Island, so called, containing eighty acres, more or less, also one yoke of oxen, three cows, one two year old heifer, and one yearling bull and twenty sheep, also all the farming tools, ploughs, harrows, chains, carts, sleds, pitch forks, shovels and hoes. This deed conveys all the buildings on same island "except" the house and lot owned by my son Bailey Bibber." John Johnson was a son-in-law of James Bibber who married his daughter Susanne. We do not know much about the Johnsons, although vital records reveal that he was a resident of Cumberland, Durham and Falmouth.

James Bibber died at the age of ninety in 1843. It was told by a great-granddaughter, that he and his wife Johanna, and one of the children are in a burial lot some where on Bustins. A number of years ago, Charles Guppy, an early resident of Bustins Island, pointed out three Bibber graves to the late Professor George Ramsdell. These are located at a point near the shore about one hundred feet easterly of the Ramsdell house, presently owned by the Robert Dennett family, situated on Lot 21, Section A.

The Bibber Cemetery on Bustins

17

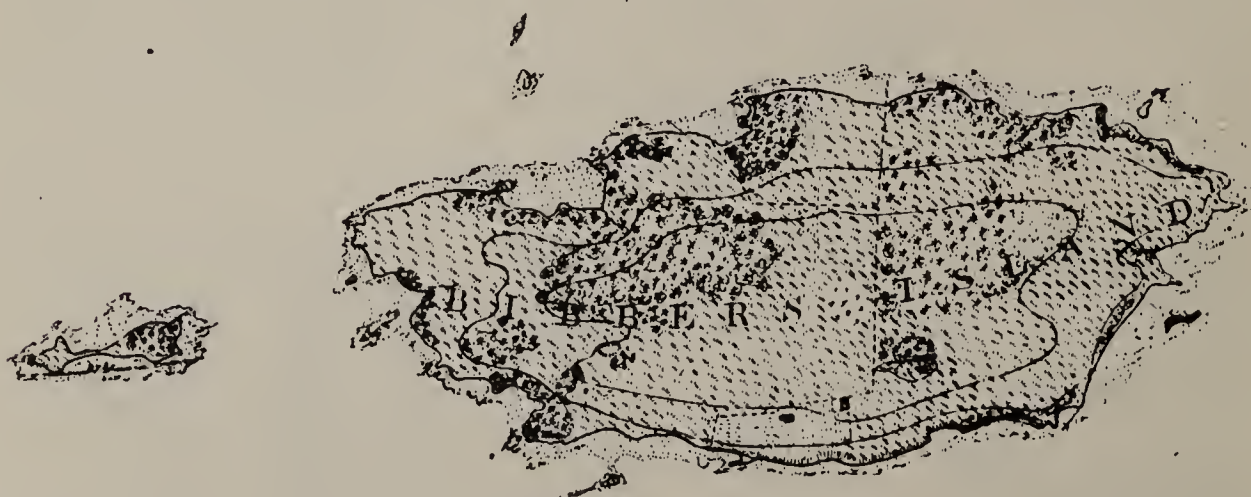




Stover Farm House, built in the 1860's (Photo 1892)

1854 In 1854, John Johnson and Susanne of Falmouth, in consideration of \$1,500 paid by Elisha Stover, Jr. of Harpswell, sold "Bustins Island," containing eighty acres, more or less, also ten sheep, two heifers, and all the farming tools belonging on the place. Stover also received in the purchase another small island called Little Bustins, reserving, however, all wood on said last named island for Johnson. This conveyance did not include the Bibber Farm House.

In 1856 Bailey Bibber and Dorothy of Harpswell mortgaged to David Coffin of Freeport, for \$100, a certain tract of land with the house standing thereon, situated on Bustins Island. It was described as follows: "On the southeast by waters of Casco Bay, on the northeast and northwest by the land of Elisha Stover being same occupied by me for forty-five years past, and formerly owned by James Bibber, since deceased." In the following spring, David Coffin deeded the same property back to Bailey Bibber.



First U. S. Geodetic Survey Chart of 1860 showing Bibbers Island (Bustins)
Note detail such as:

House; barn; tilled land area; boundaries and path across island

VII

The Stovers, Merrills, Morses, Horrs and Swetts

1860 We think that sometime in the 1860's Elisha Stover, Jr., built the old farm house near our present store which has been sometimes called the old Merrill Farm House. There was also a large barn built about the same time on the hill nearby, on Lot 27, Section B.

The first United States Geodetic Survey Chart of 1860 shows minute topographic details on Bibbers Island, as it was then called, and clearly indicates that the Stover house was not built prior to this survey. Only the old Bibber house and barn are shown.

How did the name of Bustins Island become Bibbers Island on the Marine chart? A story has been told that, once upon a time a U.S. Geodetic Survey man was passing by in a boat. He called out to a man on Bustins, "What's the name of this island?" One of the Bibbers replied "This is Bibbers Island!" And so it was recorded on the charts as such. However, the island has always been called Bustins Island.

1876 We do not know all the circumstances because early probate records were destroyed by fire, but Elisha Stover eventually acquired title to the entire island with all the buildings on it, including the old Bibber house. On March 8, 1876, we have reference to the following deed: Elisha Stover and wife Martha conveyed to Henry F. Merrill and Edwin L. Morse Bustins Island containing 80 acres with buildings thereon for \$1,500.

1877 In the following year Merrill and Morse divided the island, Merrill taking the southerly end and a large section from the Bibber barn northeasterly, up to what is now the Golf Course, while Morse took the Bibber house and the lot in front on the shore and a strip of land extending across island, including the present golf area. In this deed, dated December 19, 1877, Merrill gave to Morse the following: "Beginning at the northwest corner of a barn, thence running northwesterly by a stone wall to the angle thereof, thence northeasterly by said wall to angle thereof, thence northwesterly again 840 feet more or less by said stone wall and pole fence to a tall pole placed in the ground, thence northeasterly to a large conical ledge in field and continuing the same course to the shore, thence westerly around the northeasterly end of said island to head of the gully at the head of the cove on said west side of the island, thence east a little southerly to the center of a large flat ledge in rear of said Morse house, thence north-easterly by the stone wall to place of beginning. Also a lot of land beginning at a spotted oak on the east side of said island, thence running northwesterly by a stone wall to the northwest corner of a barn and continuing southwesterly by a stone wall to an angle thereof, thence southeasterly along said wall to the shore to place of beginning, together with all the flats and appurtenances to the above lots pertaining, reserving a right of way, two rods wide running from center of said flat rock northeasterly to land, this day conveyed by said Morse to said Merrill. Also reserving a piece of land on which the easterly half of barn now stands."





Sketches
by
Mary F. Sawyer
1893 - 1894



A deed of a similar nature was conveyed by Edwin L. Morse to Henry F. Merrill the following spring, which contained the southerly end of the island and a large plot of land on the northeast side starting near Lot 1, Section A, to the present golf course, dated March 7, 1878. Some of these stone wall boundaries are visible today.

Henry F. Merrill came from Wolf Neck. His father was Josiah W. Merrill who had built and lived on the farm presently owned by F. W. Banter on Wolf Neck. Josiah was a ship joiner and skilled cabinet maker in the Briggs & Cushing shipyard. He had five children: Henry F.; Josiah P.; William G.; Sarah and Sophia. Henry F. had been in the Civil War and was held for sometime imprisoned at Andersonville, Georgia. When he was released he was in poor physical condition, having contracted small pox. He resided with his family for a few years until he bought Bustins Island, in 1876, with Morse and lived in the Stover place, while Morse lived in the Bibber house.

Josiah P. Merrill, Henry's brother, owned a profitable machine shop business in Freeport and his younger brother William G. worked for him. In 1883, Josiah P., William G. and their father, Josiah W. Merrill, acquired most of Henry's interests on Bustins, although Henry continued to reside on Bustins for many years, where he kept a cow, a horse and other farm animals in the old barn.

Fred Dillingham, a nephew of Henry, tells us that when he was ten or twelve years old, he and his brother used to row over from Wolf Neck and fish near the shore of Bustins Island. He said that one could easily catch a good batch of cunners and flounders in those days. They used to visit Uncle Henry, who was staying there with a fisherman in 1880.

The Morse family came from Bunganuc, Maine, at the head of Maquoit Bay. There were several children, one of whom was born in the old Bibber house. A descendant tells us that they had a nice garden there, with cows, sheep and other animals. The Morses resided on Bustins for about four years as Morse's property went back to Stover in November of 1880.

1881 In 1881, Elisha Stover conveyed Morse's half of the island to Henry Horr. The Horrs came from one of the islands near Portland and occupied the Bibber farm house. There were five in the Horr family: Henry, Catherine, his wife, and three sons, William, Jake and Levi.

Victor Coffin, a resident of Flying Point, who had fished and lobstered around the bay with his father in his boyhood, tells about the Horr family. He said, "They had a fishing sloop. Sometimes they would be gone several days at a time. During the winter on the island they would live on whatever they had stored in the house cellar, such as cabbage, turnips, potatoes and pickled pork."

It is also told by Mr. Coffin that one of the Horr boys started to build on a location, which is now the golf course, on the end nearest Goose Island. The cellar hole was about half dug when they excavated some Indian bones. That quickly ended the digging in that locality. He next chose a place on the west side. Levi, it is understood, built part of the Charles B. Henderson house which stands at present on Lot 15, Section E. The other two Horrs built nearby. These houses were typical of fishermen's houses on the Maine coast with just one or two rooms. They lived there with their wives for a few years. However, during the middle nineties, Coffin said he helped one of the families move out. In a year or so one of these houses burned and later the other was moved and added to Levi's. There are two cellar holes in evidence today, all that remains of where two of these establishments formerly stood.

Another old house in this locality is the one presently occupied by the Hightower family on Lot 7, Section E. It was known for many years as the Old Fisherman's Cottage, on the west side or in more recent years "The Birches". An old letter, written by the Kelsey family revealed that it was built in the 1880's and occupied by a Chadwick family for several years.

1885 Soon after the Henry Horrs' took up their residence in the Bibber Farm House on Bustins, arrangements were made to teach school in the old home. In an early Town Report of Freeport, 1885, we have the following information: "George H. Hughey, a teacher, reports that there are fourteen scholars on the various islands belonging to this town. My predecessor, Mr. Burr, established a school in the house of Henry Horr on Bustins Island. There has been a winter term only. We visited it at the first of the season, but owing to the bad storm, it was not visited at the close."

In 1887 John Hackett was the teacher with eleven pupils. About 1888, a school house was built. This is the little building which is located next to the community house and is now used to house the generator, for the community building.



The Two Horr Cottages, West Side - 1892



"The Birches" - 1888



Rear view of the Swett (Bibber) Farm House - 1912
School taught here 1885 - 1888

1891

On August 31, 1891, Benjamin E. Swett bought all the Horr property except the house lots occupied by the Horr sons on the west side. Mr. B. E. Swett came from Brunswick, Maine, where he had been active in business. Mr. Swett and family rented the old farm house from the Horrs the previous year, and liked it so well that they decided to buy. Besides Mr. Swett there was Amanda, his wife, and two daughters, Margaret and Evelyn.



A southerly view on East Side of Bustins - 1895

Evelyn, now Mrs. Donald Kitchin, who still lives in the old farm house, says: "I made my first trip to Bustins by sail boat with dad and mother from Bunganuc. I was about a month old. During my childhood I remember dad had eight cows. He used to swim them over from Flying Point. A city lady once asked if it wouldn't make the milk salt. You see, the summer residents used to buy their milk fresh on the island from either dad or Henry Merrill.

"I plainly remember gathering eggs in the old hen house near where the tennis courts are today. There was a grand old plum tree in the hen yard, too. It was fun to pick up the warm eggs in my apron and then gently deposit them in the butterbox. The nearby middle field was where dad had the most wonderful garden: string beans, corn and all kinds of vegetables. Fishing was good too. Flounders, perch, cunners, tatoag and eels could be caught right off our wharf. Dad used to have a man working for him and every time there was a thunder storm he'd put on his boots and get in a feather bed.

"Mother told me of her scrape at low tide on Flying Point. Father had to carry her ashore. He stepped on a slippery rock and mother went into the clam flats and got her nice petticoats all wet. She said, she was so mad they dried before she got half way to Brunswick."



Sketches
by
Mary
F.
Sawyer
1892





**"Island View"
First Summer Cottage on Bustins
(Photo 1921)**



Looking up the hill from the store - 1895



**The Stover (Merrill) House remodeled 1895
(Same cottage as page 18)**



George Guppy and Henry Merrill - 1895

**Southeast
Shore
1896**



The Bustins School House - 1895



The "Phantom" at Steamer Wharf - 1895



VIII

The Building Boom Of The 1890's

1892 The year 1892 will go down in Bustins Island history as the beginning of the building boom. We can not begin to tell about all of the cottages that were built on Bustins, but will mention some of them.

The first cottage was erected in 1892 and is known today as "Island View" on Lot 19, Section B. This cottage was built by Nowell Sawyer of Bradford, Massachusetts, who had married a daughter of the famed George Anderson, master builder of clipper ships, from Freeport. Nowell had a son, the late Wallace L. who later married Gertrude Clark of Waltham, Massachusetts, and two daughters, Georgianna and Molly. The Sawyers are direct descendents of Jane Means of the Means Massacre on Flying Point. Georgianna Sawyer taught school in the little Bustins schoolhouse in 1893. There were twelve children in attendance. The same year another house, known as the Liberty Cottage, was built by a Mrs. Sheehan on Lot 10, Section C.

1893 In 1893 the Merrill brothers, Josiah P. and William G., built two summer cottages for themselves. They employed Reuben Curtis, a carpenter who had formerly worked in Freeport shipyards. Josiah P. Merrill built the cottage known as "Quinnebasset" on Lot 26A, Section B, which for many years was called the Marr Cottage. William G. Merrill built "Rocky Nook" nearby on Lot 39B, Section B. About this time the Merrill brothers embarked on a grand plan to develop the island. E. C. Townsend, a surveyor, was brought over and lots were laid out of the Merrill holdings. Two other houses were built in 1893. They were the Pidge and Kelsey Cottages on Lots 5 and 6, Section C.

The first steamboat began regular service in Casco Bay from Portland to Chebeague in 1875, and about 1888 the Freeport steamer called "Phantom" began to make trips to Bustins, hauling freight and passengers from Portland to Freeport, Mere Point, Birch Island and Harpswell. When the Sawyers first landed on Bustins in 1892, they came on the "Phantom." The Sawyers said, "There was at that time just a temporary wharf on the southwest end of the island, about a hundred feet to the north of the present wharf. There wasn't a single house on the south side of the island when they arrived, just a rough cart road along the shore to the east. We had no sooner landed when it began to rain, thunder and lightning something terrible."



The Merrill Brothers' "Rocky Nook" - 1896



"Quinnebasset" - 1896

A more permanent wharf was built in 1893 on its present location by the Merrills and the Steamboat Company, so that building materials and freight could be more readily handled.

1894 In 1894 the Nichols built a house, presently owned by the Glenn Guernsey family, on Lot 1, Section A, while Hattie Howe built the house presently occupied by the George Drew family, on Lot 3, Section B. Near Brainard's Landing the present Nickerson and Roberts cottages were built on Lots 12 and 15, Section C. At the same time five houses were built on the west side, commencing near the steamer dock. They were those of the Twitchells, Soules, Pinkhams, Dillinghams and Wilsons. The Twitchell cottage owned for many years by the Walton family called "Point Of View" was built about 1896 on Lot 2, Section D. Nearby "Waumbek" was built in 1897 on Lot 13, Section D. by Mary Ellen Patterson, "a character" well remembered by the old-timers. Some of the cottages erected in this early period were known to have been built for about three or four hundred dollars each.

30

Henry Merrill's Express - 1896



"Bathing" Nubble Cove - 1896





The steamer "Madeleine" - 1896

View on the West Side of Bustins - 1896

No history of Bustins would be complete if we did not mention some of the local people who worked on the island. Two of these personages were that of Charles and Margaret Guppy, who came to the island from Freeport about 1885. The Guppys had lived in the Stover house with Henry Merrill for awhile. The Guppys were great clam diggers. It was not uncommon for them to shuck clams by the barrel, which they would salt and then sell at the store, on the Stone Wharf at Chebeague, in exchange for sugar, flour and other commodities. Shucked clams in those days were used mostly for fish bait and were worth from two to five dollars a barrel.

Mrs. Guppy in speaking about Henry Merrill said, "We stayed with Henry a few years. My, what a man to smoke a pipe! One winter he smoked all of pa's tobacco, all our tea leaves, and carroway seeds, too. The Guppys had six children: Sadie, George, Mamie, Charles, Albert and Jimmy. Mrs. Guppy, when one of the kids did some deviltry and she wasn't sure which one, she "licked 'em all and shoved 'em under the table so as not to repeat."

Mr. Guppy is perhaps better remembered with his horse and wagon which hauled lumber, ice and all kinds of freight brought to the island. He was a character well known for his expressions about matters concerning island affairs. Many a tall yarn has been told by Mr. Guppy. In 1896 he built a house on Lot 13, Section B, now owned by the Carriers. It is told that during the construction a great wind arose, such that the house was shifted somewhat on its foundation. Mr. Guppy said, "If that's the way the Lord wants it, that's the way it's going to stay."

The Guppy Cottage - 1897

Mr. Guppy haying on Flying Point - 1897





The Store - 1895

1895 The store was erected by William G. Merrill in 1895 and operated by him for a few years. The store consisted then of just the main building with a porch all along the front. The Post Office was first called "Seeket."

Some old papers that were preserved from the Bustins store dated 1899, mentioned the following families in its records: Sawyer, Swett, Merrill, Carberry, Powers, Dillingham, Nichols, Phillips, Howe, Pinkham, Curtis, Callahan, Hosmer, Gruel, Burrage, Gould, Bacon, Parkinson, Garfield, Weller and Sheehan. The following are some of the prices of commodities: milk .06 a quart, eggs .18 a dozen, lettuce .05 each, strawberries .15 a box, apples .10 a peck, corn .15 a dozen. The following items were listed by the pound, butter .20, tomatoes .06, chicken .15, pork .20, and lobster .10.

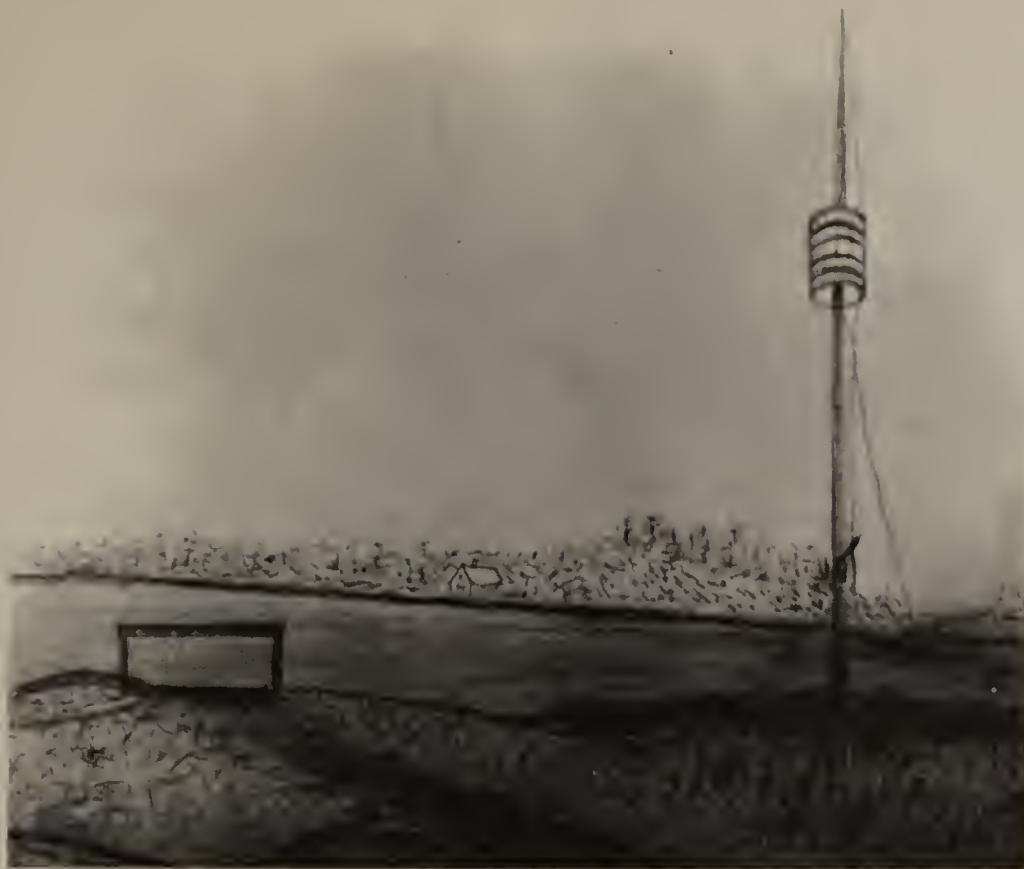
1896 In 1896 B. E. Swett constructed a wharf in front of a cottage which is today known as "The Berries." The wharf served as a landing for freight and passengers on the east side of Bustins, although the steamer did not always stop there. A unique system was employed to signal the captain of the steamer, both here and at the Merrill Wharf. It consisted of a barrel which could be raised to the top of a flag pole if anyone wanted to go to the mainland.

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Swett Wharf - 1903

Mr. Swett brings horse and wagon to Bustins - 1900





Boat Signal - 1893

A few years after the completion of the Swett wharf, some houses were built in this area. Later the Swetts employed R.E. Schofield, a surveyor, to draw a plan and lots were staked off on Mr. Swett's property. The Carberry Cottage (The Berries) was built in 1897 on Lot 52A, Section E. Later about 1903, Mr. Swett built two cottages, one of which is presently known as the A. B. Lafleur Cottage on Lot X, Section E, the other is known as the Robert Maurer Cottage on Lot 53, Section E. The present Baker Cottage on Lot 7, Section A called "Walingorfa" was built about 1907 by the Newhalls.

The Nonantum Cottage on Lot 22B, Section B, near where community house is today, was built by Josiah P. Merrill for his son Frank Merrill in 1898.

During the 90's the first church services were held on Bustins in a grove where the public landing now touches the shore. In the early 1900's the meeting place was changed to a grove on Lot I, Section C, which is presently about the location of Mr. Barnard's generator house and garden. Later, a shelter was built here which had a raised platform and housed the organ and some chairs. This served as the meeting place for the islanders until the community house was erected. Besides church and community singing, a wedding, bean suppers and occasionally a vaudeville show were held here. It has been said that these meetings in the grove were usually well attended. Sometimes even the squirrels were there to chat and drop acorns on the people.



**The
Store
and
Restaurant
1900**

**Mr. Swett's
Two
Cottages
1903**



34



**The Newhall
Nichols
Ray
and
Carberry Cottages
1912**

IX

Bustins 1900 - 1910

From 1900 to 1910 was a period in which the cottage building on Bustins was the most rapid. Sometimes there were six or eight houses being built in one year.

1900 The Merrills sold their store in 1900 to Fred Wilson. Mr. Wilson and his wife traveled with a theatrical troupe of actors during the winter and resided summers in a cottage he had built on Lot 18, Section D, on the west side of the island. Wilson added a kitchen and enlarged the front of the store to accommodate a small restaurant.

During the early 1900's development of boating activities slowly progressed. Victor Coffin said, "There wasn't a single gasoline powered boat around Bustins until about 1898 when a few single cylinder engines began to appear in some of the fishing boats." A few people on the island began to acquire their own motor boats after 1900, notably, Bibo, Russell, Fuller and Guppy. Some of the engines in these boats were not always reliable. As a matter of fact, when you tried to start some of these hand cranked engines, you never knew whether it would run the boat forward or backward. During the early 1900's Mr. Guppy began to carry some passengers from Freeport to Bustins. He also used to take parties out sightseeing, fishing or on picnics.

John Ray assembled the first portable house about 1900 between the Nichols and Carberry cottage. Dr. L. W. Eugster, a well known resident of the island for many years, said, "John Ray was quite a character and considered to be one of the best dressed men on the island. He used to disturb the neighbors by rising at five a. m. every morning to shave and play the victrola on the piazza." It has been said that an appendectomy was performed on the porch of Mr. Ray's cottage. The attending surgeon said, "Bustins is the best place in the world for an operation, no germs."

1902 Mrs. Frank Garfield, now in her nineties, said she came to Bustins in 1901. In 1902 they built their cottage on Lot 17, Section A. It was the twentieth cottage to be built on Bustins. There were about seventy-five people on the island at this time. The other cottages nearby; namely: "As You Like It," "Swansea," "Red White and Blue," and "Casco Vista" were all built about the same time. Members of the Garfield family spent many summers camping in a tent, which they said was fine except for the night when a skunk came to visit.



Trolley Car and Casco Castle, South Freeport - 1902

In 1902 in Freeport, a form of transportation became prevalent as it had in other parts of the country. This was the electric street railway as it was called. It had already connected Portland with Yarmouth, and at this time, it was extended through to South Freeport, Freeport and Brunswick.

A summer hotel, known as the Casco Castle was erected by the electric trolley company. The castle was at one time a famous summer resort on Casco Bay. This hotel was built to resemble a medieval feudal castle. It had a fieldstone tower, which was a replica of a Norman Castle. There were stairs going up the inside to the top and a bridge connecting into the upper floor of the hotel. From the top of the tower people could see for miles around, over Casco Bay. The trolley cars came within a short distance of the hotel where there was a suspension walk over a gully leading to the castle. A beautiful garden was a feature of the hotel lands. There was also a zoo containing buffalo, deer and a number of other animals. The electric railway brought great crowds and the Casco Castle did a flourishing business for a while. However, in 1914 after one of the poorest seasons, the Castle made of wood, burned. Arson was suspected. Since then, trees and bushes have grown up and all that remains of the entire establishment is the stone tower and a few rock walls.

The advent of the automobile and the bus slowly replaced the usefulness of the street car and the line became unprofitable and was abandoned in 1927. Many Bustins people used to come from Portland by trolley car. They well remember how it used to bob and sway over the curving, irregular track.



MacMillan's Cottage "Wychmere" - 1905



A cruise on the "Iris" - 1905

1903

Donald B. MacMillan came to Bustins Island in 1903 and established a summer camp for boys. The Wychmere Cottages on lot 39A Section B was built and the two Merrill cottages, Rocky Nook and Quinnebasset were rented to accommodate a group of about thirty boys. Mr. MacMillan was, at this time, physical director of Worcester Academy. He was assisted by Clifton A. Towle, instructor of science, and two counselors, Mr. Ralph P. Robinson and Mr. Levi C. Greenwood, both of Worcester Academy. This camp was known as "Nautical Camp Wychmere." The boys were from twelve to eighteen years old. They were required to wear uniforms consisting of one white duck yachting suit, white duck hat and sleeveless jersey with monogram and cap. The charge for the season of eight weeks was \$125.00.

Here the boys learned much about seamanship. A Captain Alfred Mayo of Provincetown had a sloop, about 50 feet long, called the "Iris," which would on occasions take the camp boys for a cruise on the coast. The boys also enjoyed all kinds of athletics. Championship baseball games were held at the ball field. The Bustins Cheer was originated at this time by the camp boys and recites as follows:

Boom - a - lacka Cheese - a - lacka Boom - a - lacka - lah
 Bustins! Bustins! Rah - rah - rah!
 Hit her up! Hit her up! Hit her up again! B - U - S — T - I - N
 Rar - rah - rah; Rah - rah - rah, — — Bustins!



Cole Porter, famous song writer - 1905



Rowing the Swampscott - 1905

On the water there was canoeing and water sports. A twenty six foot Swampscott boat was available for occasional deep sea fishing around Eagle Island and Halfway Rock. Here one could catch cod, haddock, hake and pollack. A landing was built at this time in the cove just a short distance from Turtle Rock which was the center of their water activities. MacMillan had this boys camp every year until 1908, when it was discontinued.

One of the boys in MacMillan's camp was Cole Porter, now a famous song writer. In a letter to the author Mr. Porter says he remembers Bustins days well and of being in one of the first minstrel shows.

About 1905, a party of Bustins people were out sailing near Goose Island, when a severe wind squall overturned their boat. Captain MacMillan and a crew on the "Iris" went to the rescue of the people who were clinging to the side of the boat. One member of the party, a young boy, was drowned. He was brought to Bustins but efforts to revive him were futile.

Captain MacMillan became interested in polar exploration and later became world famous in this field. He led an expedition in 1911 for the National Geographic Society. Between 1911 and 1937 he made several trips gathering scientific data, especially in Labrador, Greenland and Baffin Land. MacMillan is presently known as Admiral MacMillan, and in 1958 he visited Bustins and showed the islanders many interesting pictures of his travels in the North Country.



Bustins East Shore - 1905

1905

In 1905 the Bustins Island Cottagers Association was formed, and committees appointed to see to certain duties, such as island improvements, entertainment, athletics and religious services. Dr. Pidge was elected the first president and the first meeting of the B.I.C.A. was held in the grove. Some of the items of interest under discussion at those early meetings were; improvement of the tennis court, repairs to the steamer wharf and the question of kerosene lights and the public landing. On the social calendar, plans were made for a clambake, whist party, field day and a gala vaudeville show to be held in the grove.

Mr. E. S. Hosmer came to Bustins in the late 1890's and was prominent in all of the island musical affairs. He composed the music to the song "To Thee, O Bustins!" by M. E. Given.

One of the first large steamers was called "Madeleine" which was later followed by the well known "Maquoit" about 1905. In 1910 the Harpswell and Casco Bay Steam boat Companies consolidated and became known as Casco Bay Lines.

John Lavers came from Freeport in the early 1900's and occupied a small cottage located close to the water in a cove in front of the old Bibber house. He worked some for Mr. Swett, and later was a competitor of Charles Guppy in the freight and general work on the island. This cottage was later destroyed by fire in 1914.

39

Sailboat racing - 1905



The Cottage by the shore - 1905





Casco Queen Hotel - 1910



Miller Log Cabin - 1908



Mr. Miller, Mary F. Sawyer and pony "Brownie" - 1915

1908 In 1908 Mr. Lavers built a hotel located on a plot of land across the road from Miller's well, and to the rear of the present day Lafleur house on Lot x, Section E. It was called the Casco Queen Hotel. It had a dining area and several rooms on the second floor. Mr. Lavers also built a cottage on Lot 10, Section B, which he used for a while as a bakery and store for the hotel and the island people. The hotel remained only a few years, for in the spring of 1915 it was destroyed by fire.

Another notable cottage in this area was the Log Cabin built by William Miller about 1908. It was made of logs cut on the island and was located on Lot 1, Section B, presently owned by the Richard Taisey family. One of the feature attractions of this cottage was the beautiful shrubs, roses and flowers in which Mr. Miller took great pride. Mr. Miller had a Shetland pony which he had brought over from Scotland. For several years he used

to start out from his home in Lynn, Massachusetts, with pony cart and baggage and come to Bustins, making the trip in two or three days. The Miller log cabin was the 70th cottage to be built on the island. -

At an Island Meeting in 1908 it was voted to have the name of the Post Office changed from "Seeket" to Bustins Island and at this time Mr. Wilson added the main dining room at the store which was known as the grove dining room.

1909 One of the most novel and picturesque cottages on Bustins was the one erected on a rocky ledge about two hundred feet away from the shore, on the southeast side of the island known as the Nubble. It was built in the spring of 1909 by a Mr. Arthur Reynolds, who was a superintendent of the Electric Street Railway in Freeport. Mr. Reynolds liked to be near the water and wanted to build something different from the usual type of cottage. He had a boat which could go 10 miles per hour. This two story building is octagonal, with a conical roof through which a chimney projects. It is completely surrounded by an open porch with a railing and stairs leading to the rocks below. At low tide the Nubble is accessible by walking across the flats, but at high water it can be reached only by boat. Originally there was a portable bridge or trestle which connected the Nubble with the island and in 1913 Mr. Reynolds built a small one room cottage opposite the Nubble which they used sometimes on stormy nights. However, the work of setting up the runway each year, plus occasional storms which battered the structure, made the use of the bridge impractical and it was discontinued after a few years. In 1925 the Nubble was sold to the Paul Nickerson family whose heirs still hold title to the property.



The "Nubble" - 1913



Leaving Bustins on Guppy's Boat - 1912



L. G. Richardson in "Scoot" - 1909

Wash Day
1910



Having fun at the Ball Field - 1912



"Belles of Bustins" - 1910



X

Bustins 1910 - 1920

By 1910 the rapid pace of house building began to slacken somewhat, although there were still some houses being built each year.

1911 The town of Freeport in 1911 appropriated \$400. for maintenance of roads and \$200.00 for lights, and plans were made for a public float. At this time there was only the steamer dock, the Swett wharf and two private floats, one that MacMillan had built in the cove near Turtle Rock, and one built by a Mr. Bibo in front of the Roberts cottage. In 1911 the MacMillan wharf was discontinued in its present location and portions of it were moved over by Mr. Brainard in front of Lot 10, Section C, and became known as the Brainard Landing.

After the MacMillan camp ceased to operate, ball games continued to be played frequently on the island at the athletic field and sometimes at some of the other islands. One of the big events of the season was the country fair. There were clowns, shooting galleries, articles to sell, punch, fortune tellers and pony rides for the children.

The Athletic Committee made their first report on the needs of the golf links in 1911 and a year or so later, a club was formed and plans made toward improving the course. Donald Hosmer said, "We used to start on the hillside near the Bibber or Swett barn and drive towards the ballfield. That was when there were more open fields."

1912 In 1912 the public float was installed. The town of Freeport contributed towards its construction and \$250 was appropriated to buy a chemical hand drawn fire engine.

For several years there had been some talk by the islanders of building an assembly house. In August 1912, at a meeting of the Cottagers Association, plans were made to raise \$1,500 to build a community house near the old school, but it was decided not to start building until two thirds of the funds were available.

One of the most pretentious houses on Bustins was erected by Mrs. Lancaster in 1912 on Lot 5, Section B, now owned by the R. W. Tosier family. It contained a large central room with an open stairway leading up to a balcony. It is here that Sunday song services and social affairs were held. Sometimes there was impromptu entertainment by local or visiting talent, while on other occasions the Graphophone was the principal source of music.



**Picture of Bustins Island
taken by John Garfield**

1912

We shall not try to further state when each of the various houses were built on Bustins. There is no question but what each family had a particular reason as to why a certain location was chosen as a building site. We would like to point out, however, that the majority of the cottages standing today, of which there are nearly one hundred, were built from 1892 to 1920. Many of the early houses were built by a carpenter known as Rueben Curtis. About 1911 Mr. Henry Soule, who had worked a few years with Mr. Curtis, became the principal contractor and built several cottages.

1913 In 1913, in order to facilitate the proper handling of island business, a corporation was formed known as the Bustins Island Village Corporation. In this way, a portion of the taxes assessed by the town is returned to the islanders to help defray the costs of maintaining the roads and other necessary works. This corporation received a charter from the State Legislature and a group of officers was chosen; namely a clerk, a treasurer and five overseers. The overseers elect their own chairman and have jurisdiction over all island municipal affairs. The Bustins Island Cottagers Association, however, retained control over the social and religious functions on the island.

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Having a boat ride - 1910

First Bustins "Bust" - 1916





Note: The Lancaster House being constructed and the Casco Queen Hotel located behind the Miller Log Cabin

1915 A group of people located near the Bibber or Swett house, notably the Russells, Eugsters, Bakers and Bancrofts in 1915, built a float and runway about a hundred feet south of where the old Swett wharf used to be. It was known as Russell's Landing and served the people in this area for several years. During the latter part of the 30's this wharf was disrupted by the elements and never rebuilt.

1916 At a meeting held in the dining room of the restaurant in 1916, it was voted to build a community house at a cost not to exceed \$2,000 on a plot of land generously donated by the Merrill heirs, located on Lots 20 and 21, Section B. This lot was sometimes known as the old school house lot as it was adjacent to that building. A building committee was chosen. They were Messieurs Brainard, Russell, Marr, Obear, Jones and Grant.

It was in 1916 that besides the regular activities, such as picnics, clam bakes, sports, field day and musicals, the first famous "Bustins Bust" was held on the premises of the Newhall property. This was a grand money raising and social event which has continued to be one of the big annual events down through the years.

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The "Maquoit" - 1912



Mr. Soule finishing the Community House - 1920





Mr. Banter, "Island Milkman" - 1919-1935



Tree Tower built by
Edwin Wilson - 1919

In 1916 the store was sold to Mr. Herbert B. Cole. Mr. Cole came from Yarmouth, Maine. He had visited the island once in 1896. He had heard that the Inn was for sale so that in 1916, as Mr. Cole relates, he began his scramble to keep the ice cream from melting and the boarders from going hungry. There was at this time about forty to fifty people a day requiring three meals in the dining room and other transients came on the Portland steamer for dinners. The average fee in those days was \$8 per week for twenty meals. In addition to this, there was the general sales in the store and the handling of the daily mail. The Coles named the inn "Ships Inn". Mrs. Cole started a library in the store, in 1918 and in the following year about two hundred volumes from a traveling library were shelved here until the community house was built.

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"Bustins or Bust" - 1923



The ravages of ice at the
steamer wharf - 1923



Casco Bay Lines
Island Steamers
at the wharf in
Portland



Ships Inn
Dining Room



Interior view
in the 1920's



XI

Bustins In The 20's

1920 The period during the 20's on Bustins was one marked by much activity, although the era of early cottage building was just about over. There were over 90 cottages at this time. James Miller bought the Stover and Merrill house from the Merrill heirs. The number of boats owned by the residents remained nearly the same although a few outboard motors began to appear about the middle twenties. The Elto outboard was one of the first, followed shortly after by the Johnson and Evinrude. George Guppy was killed by lightning while working on his boat at the mooring during a thunder storm. His wife Mattie employed a Mr. Jones to operate the boat after his death.

On July 24, 1920, the Community House was officially opened and dedicated. A baked bean supper was served after which there were speeches by Dr. Pidge and members of building committee, followed by community singing and dancing. After the community house was erected, the Bustins Bust was always held on the premises, although field day activities continued to be held at the ball field. During this time, the usual social activities were held here such as military whist, plays and masquerade parties, but the really popular social affair which became more prominent was the weekly Saturday night dance which first started about 1923. An orchestra, usually from Freeport, provided music current for the times of which the fox-trot was popular. The dances were well attended, as there were many young people on the island at this time.



Stover, Merrill
or Miller place



The
Lancaster House



A group of cottages
on the East Side





**The Baker Cottage
"Walingorfa"**



**A group of
cottages on the
Northeast Side**



**View from
Bustins Golf
Course**



Children's Party - 1921



One of the "Cats", the Bustins Circus - 1921



At the Tennis Court - 1926

1924 In August 1924 the Bustins Island Village Corporation purchased the land for the tennis courts and at this time a road was built from the Community house to the tennis courts. Tennis had grown to be a very popular sport. There were three courts in operation and tournaments were held there on many occasions.

1926 Quite a commotion was created in 1926 when a Curtiss flying boat landed at the steamer dock. It was an early model with an open cockpit in the front, and engine mounted above and to the rear of the passengers' compartment. These pilots and their flying boats cruised around the country about this time and provided a thrill whenever they landed by taking people up for a ride. The fee was \$5 for five minutes and some of the Bustins folks went up for their first ride.



The steamer "Gurnet" - 1929



Mr. Charles Guppy - 1920



Water Carnival - 1929



The steamboat "Maquoit" was replaced by the "Gurnet" and in 1930 the "Tourist" became the regular steamer. One of the popular customs until the early 30's was the meeting of the evening steam boat which blew its whistle about a mile from shore, coming down the bay. Nearly everyone turned out to see the boat make a landing at the wharf about 7 P. M. Charles Guppy was usually on hand with "Nellie," his horse, to handle the trunks, baggage and mail. Sometimes Mr. Lavers would appear with his horse and wagon at the same time. It was quite a sight, especially to the young people, to see the crewmen toss a large hawser over the piling to make the boat fast, and to see the people disembark by way of the gang-plank to greet their friends.

Mr. Guppy once remarked after a busy day of hauling baggage, "You know, a lot these wimmin come down here from the city with these darn big trunks. You know, there's nawthin in em anyway except a pair of pants and a little bit a lace!"

1928 In 1928 Mr. Cole sold the store to Harold Sawyer of Falmouth and Eugene Smoker, a resident of Miami. Later on, Mr. and Mrs. Smoker acquired title to the entire property. Mr. Smoker had for many years spent his winters in Florida where his chief occupation had been to serve as chef on a number of large chartered cruisers. Their home, however, was in Miami and each summer they used to start north during May or early June, and ready the Inn on Bustins for the summer season. Mr. Smoker served as cook and general manager of the store and Post Office, serving regular meals in the dining hall to some of the residents of the island as well as transients who came on the steamer. Mrs. Smoker often waited on the customers in the store and assisted in the Post Office. Later, their two children, Patricia and John helped with the store work.

One day after Mrs. Smoker had waited on a customer, she noticed the ball of string hanging in the frame overhead slowly going round and round. She traced the string out the door. It was caught on the toe of Dr. Fred Marr's shoe, slowly but surely going up the hill with him.

A story is told about Mr. McNaughton, a Scotsman, who lived next to the golf course. A group of ministers were playing golf one day and by chance one of them drove a ball into McNaughton's yard and struck Mr. McNaughton in the back, while he was working near his house. Angry as could be, he ran out on the golf course shouting in a rasping voice, "Which one of you fellers hit that ball?" One of the ministers said he did — McNaughton said, "You can't play golf any better than you can preach!"

XII

Bustins In The 30's and 40's

The depression of 1929 created some changes on Bustins, and then during the forties World War II was in progress and many Bustins families had boys in the United States Service.

1932 The last of the two-story cottages was built about 1932 by Mr. Barnard on Lot 8, Section C, and a boat landing was installed by him at this time. It was also in 1932 that Captain John Jaynes commenced to operate a new boat called the "Spindrift" on the Freeport to Bustins route in competition with Albert Guppy. It had a wheel house and roof extending over the entire passenger compartment with side drop curtains. Mr. Jaynes had been a summer cottager of Bustins since 1912. He had also served as chief engineer for Captain Donald MacMillan on many of his expeditions to the Arctic on the ship "Bowdoin." Captain Jaynes operated the "Spindrift" until 1946.

An old boat which is worthy of mention was the "Cadet." It was built by the Navy in 1886 and used in going from ship to shore. Mr. H. B. Cole bought it in 1917 and it was used by him until the middle thirties. It was then sold to Captain Jaynes and used at times for passenger service.

1933 The Bustins Island Village Corporation purchased the land at the golf course from the Swett family about 1933.

1938 In 1938 a hurricane struck a glancing blow at the island and did considerable damage to some of the wharves and other property.

Clamming was abundant until the late thirties. It was not difficult to dig a basket of clams almost anywhere along the shore prior to this period. However, about this time clams began to become a scarce item.

James Miller sold the Stover or Merrill house on Lot 27A to Mr. Richard Braddock, in 1946, and the front shore lots were purchased by Lester G. Richardson and donated to the Bustins Island Village Corporation.

In 1946 Captain Archie Ross, whose home is on Chebeague, operated the island boat service. The boat was called "Victory" and was owned by a Swett family from Falmouth. However, in 1949 while trying to rescue another boat during a storm, the "Victory" struck a submerged piling and had to be beached. The following year the residents of the island contributed toward the purchase of a new boat for Captain Ross. This is the boat currently in service called "Marie." In 1953 Captain Ross, or better known as Archie, was married to Jean McElwee at the Community House in the presence of the island residents who bestowed on the couple gifts and their best wishes.



The "Spindrift" - 1933



Captain Archie Ross and the "Victory" - 1948



1941 A 9 foot shark caught near Half Way Rock

When clamming was really good - 1934



At the end of a day of fishing - 1937





After a day of clearing the woods - 1933



Goose Island Fire - 1941



The Golf Club in the 1930's

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Captain Jaynes drives to Bustins - 1934



Ralph Brewer's horse swims
to Bustins 1948



There have been about six wedding ceremonies which have taken place on Bustins in the last fifty years and many acquaintances which have led to matrimony.

1948 In 1948 through the efforts of the islanders, the U. S. Coast and Geodetic Survey officially changed the name of "Bibbers Island," on the Marine Chart of Casco Bay to Bustins Island.

One of the first gas refrigerators came to the island in 1948, although there had been a few kerosene types prior to this. A workman was told by a certain party to get their new refrigerator, which had just arrived and been unloaded, by mistake, on the public float instead of the steamer dock. The workman replied, "Is that so!! Well if it's down on the float, it's going to set there a long time!"

One of the old-timers on Bustins was Lewis Ward. "Lew" as we always called him, had visited the island with his father in the early 90's when they used to haul hay for Mr. Swett over the ice to Brunswick. Lew said winters seemed very cold then. The ice in the bay was sometimes over two feet thick. Mr. Ward came to the island for many years. One of his chief hobbies was fishing, and he was always a familiar sight around the wharf and in boats. Whenever there were any mackerel around he was sure to know when and where to set his nets. He was also very proficient in the art of story telling and could tell many a tall yarn about the people and by-gone days. Lew told the story of shingling the old Swett farm house. He said one day the fog came in so thick he shingled three feet over the edge before he knew it. He also told how one time he was driving the Model T truck on the island. "The brakes didn't hold coming down the hill on Maiden Lane — I went thundering down over a banking till I hit some boulders — guess I was thrown plumb through the windshield — when I woke up I was kinda dizzy you know — but I could hear this ticking noise — I'll be gawl darned if wan't the old Ford still arunning."

A few years ago some folks in an outboard wanted to go to Freeport one very foggy morning. Being unfamiliar with the bay they asked Mr. Ward if he would go along as navigator. Lew said he would be glad to. After they had been on their way in the fog for about fifteen or twenty minutes, Lew said, "About time to see land." Sure enough an unfamiliar shoreline came in sight. At first they couldn't make out just where they were, but finally, much to their surprise, they were back on Bustins, right where they had started. Lew explained later, "We went bumping along so fast, my gracious, the compass was dancing all over the place."

XIII

Bustins In The 50's

1950 The fifties appeared to be the beginning of a period of much activity and many changes were noted on the island. The title of the Bustins Island Cottagers' Association was changed to The Cottagers Association of Bustins Island. Mr. George Hatch brought a jeep and trailer to the island which the members of his family operated for the transportation of passengers and baggage. In the later part of the fifties David Norris added a sedan automobile which was used as a taxi.

Archie's boat service proved to be a reliable form of transportation and increasing amounts of freight came on Archie's boat. Casco Bay Lines discontinued the large steamer called the "Tourist" in regular trips to the island about the mid forties and was replaced by a small fishing type boat called "Joan" which carried the mail and some freight. The "Nellie G III," a medium-sized ferry-boat, has been carrying the mail to Bustins in recent years.

There were three fires during the fifties: The Arthur Henderson cottage next to the ice pond in 1950; the Arthur Silver house, formerly the MacMillan camp, in 1956, and the Zarbock, or originally the Reynolds cottage opposite the Nubble, in 1959. After the Henderson fire the island purchased some fire fighting equipment and the town gave the island a 1929 Chevrolet fire truck. At each of these fires the wind was light and flames confined to a local area. The island fire department is made up of island folks, young and old, who are instructed in the use of the fire pumps and equipment.



A familiar scene
for many years



The road from
the Steamer Dock
to the Store



A quiet cove
on the West Side





**Cottages East Side
at the bend
in the road**



A shady road on the West Side



**View of the
Golf Course**

1955 The year 1955 marked the beginning of a new type of one story cottage building on Bustins. Charles Kitchin built near the shore in front of the old Bibber or Kitchin farm house. In 1958, two other cottages were built, one by Henry Kirkland on the west side, the other on the north-east next to the cottage known as "Grayledge" by the Clark family.

1957 Telephone service on Bustins had been contemplated for many years, to be used especially in case of emergencies, like sickness or fire. In 1957 a mobile radio telephone was rented from the Telephone Company and installed in the jeep. Phone calls were completed satisfactorily to and from the island during the summer months. Cynthia Hatch has operated the phone as a business since it was first introduced. Whenever a phone call comes to some person on the island, she promptly takes the jeep and phone to the party requested.

There has always been much interest in golf on the island, but due to the rocky condition of the field, efficient maintenance by mowing machines was impractical.

1958 In 1958, the golf course was renovated. Some mechanical equipment was brought over to the island on a scow and many large boulders were removed from the golf area as well as improvements made to the roads. The following year the tennis courts were reconditioned and new posts and wire installed for two courts.

A familiar personality we have only briefly mentioned in this history is that of Ralph Brewer. The name Brewer was recorded in the Freeport area as far back as 1775. Ralph has been coming to Bustins since 1910. He and his capable wife, Lilly, live on the island most of the year. They have a truck and do special maintenance work for some of the islanders. Ralph is the deputy sheriff and acts as custodian for the island property. He is also a gifted spinner of yarns and is well known for his practical solution to many a problem. In speaking to Ralph about the golf course, Ralph said that he never played golf much, though one time when he was working there, one of the golfers said, "Go ahead, Ralph, take my clubs and try it out." So Ralph said, "I set the ball on the tee like everybody else. Then I took the driver and gave the ball one heck of a belt — Say, that ball went way the ---- down into the bay. Well — I sure won't have to hunt for that one! Guess I'll try one more. So I took another ball and another swing, though not quite so hard this time. Well sir, I couldn't see anything at first, but when the dust cleared — there she was, sitting there — just two feet away — haven't played much since."



Cutting ice for the last time - 1953



Fire at the Henderson cottage - 1950



Ralph and Lilly Brewer — prominent Island figures - 1959



Lobster boat high and dry - 1957



"Lew Ward" - 1957





Cynthia Hatch—Telephone Operator - 1959



The Jeep comes to Bustins on a lobster boat - 1958



Dick Taisey's "Scoot Too" - 1951



The Pease Family in outboard - 1956

Bustins Children in Natural Bathtub - 1951



One of the Island Wells — "Help Yourself"



XIV

Conclusion

In looking back on the years of Bustins' history, there have been few changes on the island in some respects, while in other ways there have been many.

There are reputedly as many islands in Casco Bay as there are days in the year, although, actually there are only about a hundred or more that are large enough to have received a name. The islands all have a solid rocky base which extend in a general north to south direction. Topographically the island is about the same, although there are places where there is evidence of a gradual erosion of land into the sea due to frost and other elements. Bustins in most level places is covered with a layer of top soil, followed by a shallow one of fine sandy gravel. Below that, there is a mixture of coarse gravel, sand and clay. Some places along the shore, various strata may be seen which indicate the action of the glacial period. A cross section of a few large oaks that were felled by the recent hurricanes in 1954, had growth rings dating back to the 1840's. The Sawyers say that when they first came to Bustins the island was not as heavily forested as it is at present. There were many places where one could see South Freeport and the islands from almost any of the high points. No doubt that at one time a hundred years ago, the island had only a few trees in certain areas as indicated by the map of 1860..

There have been more boats in recent years than at anytime in the past. The perfection of the outboard motor has made it possible for more people to have their own boats. There are about a dozen small outboards and five or six larger craft anchored around the island. Fishing in the old days had always been a popular sport with some of the islanders. One used to be able to catch deep sea fish such as cod, hake and haddock around Eagle Island. Nowadays the lively haddock is practically extinct in this area, although some cod are still available. There are times when mackerel are very plentiful in the waters around Bustins and sometimes one can easily catch twenty or more by trolling. Clams are very scarce and only a few are available in certain rocky places.

Many houses still use kerosene lamps for illumination and a lamp lighter regularly attends to lighting the island road lights which are posted at certain places around the island, just as it was years ago. The early kerosene lanterns, however, have been replaced by a more modern gasoline type. The island water system consists mainly of about a dozen wells which are equipped with hand pumps, and every cottage has its own rain barrel or tank which is suitable for washing purposes. One of the oldest wells is probably the one at the old Bibber farm house. The one at the store is an old well probably used by the folks in the Stover farm house and was deepened by the Merrills. The wells are tested annually for purity and there is also an island Board of Health and Landscape Committee who attend to their official duties.

Many of the cottagers have names posted on the cottages such as: "Bide - A - wee," "Liberty," "Red Wing," "Rock Haven," "Bunch - Berry Lodge," "Fair view," "Eldemido," "Point of View," "Mudgekewis," "Waumbek," "Ships Bell," "Maplewood," "Cabin By The Sea," "Sunset Pines," "Wild Acre," "The Birches," "Driftwood," "The Alders," "The Lookout," "Gray Ledge," "Ye Hancock," "Casco Vista," "Red White and Blue," "Swansea," "As You Like It," "Walingorfa," "The Berries," "White Cap," "Ebb Tide," "Nonantum," "Island View," "Junipers," "Quinnebasett," and "Rocky Nook." Most cottages have not had any changes since the houses were originally built except for fire resistant roofs and new underpinnings. One of the cottagers who discovered that their roof was leaking said to one of the carpenters working on the island, "Say, when are you going to fix my roof?" The answer was, "You got lots of pots around there ain't ya? Well, put another pot under it."

The store has been a vital contribution to the community life on the island. It has been a place to pick up the mail and supplies and say "hello" to old and new friends. Of course you say "hello" to everyone on Bustins, whether you know them or not. The store is presently in the process of being sold to the Campbell family, who have been coming to the island for several years.

The Community House is still the central meeting place for social and religious activities, as well as serving as a library. Religious services are held each Sunday by various pastors from the mainland or by those residing on the island. The library is an important function of the island community and many books are kept here, as well as books sent each year from the State Library. In recent times there has been a large attendance for square dancing which is held on Saturday nights. Special dances for the children are provided and on certain evenings prior to the regular dance, there have been over fifty children in attendance.

The island has an active golf club and there are many who like to play tennis. Ball games are still played on occasions at the ball field and everybody has a good time win or lose. Swimming is a popular pastime and in recent years there has been much interest in water skiing.

The Cottagers' Association Of Bustins Island (C.A.B.I.) and the Bustins Island Village Corporation (B.I.V.C.) function very much as they have since their formation. It is particularly noteworthy that many of the island people have served consecutively in these official duties a good many years. Mr. Brainard and Mr. Cole were overseers of the Village Corporation for twenty years. Mrs. Brainard was secretary of Cottagers' Association twenty years and Lora Brackett over thirty years. Mrs. Van Breece was librarian sixteen years.

The C.A.B.I. annually asks for contributions from Bustins' people for special worthy Island projects, as well as running other money raising affairs.



Views at the Bustins Island Store - 1959



Ruth and Eugene Smoker - 1958



Annual Community Supper, July 4, 1959

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Annual Meeting of
Bustins Island Village Corp - 1958



The Library opens at 2 o'clock - 1959





Vesper Service - 1958



Group on the way home



Lighting the Island Road Lamps - 1959



Clearing stones from Golf Course - 1958

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The Author, wife Irma, sons Stephen and Peter in 1920 Ford - 1958

Three generations of Kitchin's - 1958



A majority of Bustins folks come from out of state. Years ago, it was an all day trip to Bustins. They came by train or boat to Portland, then by steamer or by trolley to South Freeport. Later, people began to come by automobile, but due to road conditions and other factors, it was an all day ride. Nowadays with improvements in the automobile and the building of super-highways, people come and go more frequently and often come just for the week ends. Island folks dress casually except for special occasions. As a matter of fact, when you meet someone dressed up "real fancy" and heading towards the wharf, you know they're leaving Bustins.

To complete the story of the two old farm houses, the Bibber or Swett house is presently occupied by Mr. and Mrs. Donald Kitchin. The Stover or Merrill house was sold by Richard Braddock about 1955 to the Philip Grace family. Both of these two old houses are interesting studies of old time home construction. Most of the descendants of the Merrills and Bibbers have long since moved away from the area around Freeport and are living in other parts of the country.

In conclusion, it would seem that the Island has had a fascinating history. The folks who spend their summers here are to a large extent the same families or their friends who have been coming to the Island for years. Take the Norris family for instance; Mrs. Norris first visited Bustins in 1897. She was charmed by the place. Several years later, she and her late husband Herbert purchased a cottage on the island. Their children and grandchildren have all spent their summers here year after year. Bustins folks seem to enjoy the way of life on the Island, whether "fair or foul" and don't mind some inconveniences. It is a tradition and way of life for many of them. Just what the future holds for the island, time only can tell. In the words of those who have traveled far and near, "There's no place like Bustins."

**THE FOLLOWING PAGES CONTAIN RECENT PICTURES OF
BUSTINS SCENERY AND ACTIVITIES. 1959**



Delivering the milk



The hurricane which never arrived



Saturday nite dances for all

70

The folks on one side of the hall

Intermission





The Charles Kitchin's sailboat



Water Carnival



Replacing posts at the tennis courts



"Tennis singles"

Mrs. Donald Hosmer paints



Bustins Island Baseball Team





Store weather vane sails on after 40 years



Familiar Turtle Rock



Seaplanes tie up



A night at cards

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The Tosier and George Drew Cottages



"Scoot Too and Three," Richardson Landing





View of cottages, Southeast Shore



The "Nellie G III" - the Mail Boat



Water skiing

Ed Gerry catches a tuna



The Richardson Cottage

Nubble reflections





Steamer Wharf



"Point of View" Cottage



Cottages along the road, Southwest Side



Stuart MacDonald's "Panacea"

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Westside View



Planning a do-it-yourself project





Fishing off the Steamer Dock



Bud Nickerson's "Moana"



Cottages on the South Shore



A night at the auction

75

Admiral Donald B. MacMillan at Bustins



"Waumbek" Cottage, West Side





Down by Dana and Louise Norris'
"Driftwood"



The Spike and Hightower Cottages



The Jellis Cottage "Wild Acre"



Swimming in front of
"Sunset Pines" Cottage

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The C. B. Henderson Cottage



A wooded road on the West Side





The Izzards' "Cabin by the Sea"



Ready for water skiing off "Sunset Point"



Bustins Island "Junior Fire Dept."



"Shipwreck Ball" at the Community House

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David Norris and Island Taxi

A southerly view of Island scenery





Charles Kitchin's Cottage - East Side



The Monday Wash



Leaving on Archie's Boat from the public landing

78

The Zarbock Cottage Fire



The morning after the fire





"Ebb Tide" Cottage, formerly the Bakery



Evening by the fireside



Coming up from the public float



Camping on Whaleboat Island

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The Golf Course



Well-known Golfers





Bustins Island East Shore - 1958



A picnic on Goose Island



**A summer resident for one half century
— The Author's Mother**

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The Guernsey and Baker Cottages, East Side



Anyone want a ride





Rev. Robert Dennett catches a dogfish



"Sun bathing" on the wharf

81

Going to the well on Maiden Lane



"The Carriers"



Boat Cemetery



Early morning reflections



"The open door"



Archie's boat at the public float

82

Sailing for two



Tinker Mackerel caught near the Island





Picking blueberries on Little Flying Point



Ready to trim trees near Community House



Capt. Archie Ross gets hair cut between boat trips by Mrs. Zarbock



The Gerry Cottage, East Side

A movie and lecture
at the Community House



The Nielsen Family





**Snow Scenery
and Little Bustins**

No Mail Today



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The Bustins Tennis Club

